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**WEATHER RECONNAISSANCE SQUADRON  
PROVISIONAL IV  
EDWARDS AFB, CALIFORNIA**

5 December 1960

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TO: [REDACTED]

FROM: [REDACTED]

**SUBJECT: NOVEMBER COMMANDERS REPORT****1. GENERAL COMMENTS**

The commitments for the Squadron during this period have been the heaviest since reorganization. The work load, at times, has almost exceeded the capability of the Unit to perform all of the special requirements levied, in addition to the normal requirements and accomplish each of the various jobs in the manner desired. The areas that may have suffered were normal routine training for the crews and a lack of opportunity to work daily with the primary assigned aircraft and maintain them in a high state of readiness for the primary mission of the Squadron. These areas are somewhat intangible and therefore difficult to assess relative to their over-all affect, however, I feel that it is extremely important to keep the primary mission requirements uppermost in our minds. In this regard, it is also important to stabilize aircraft assignments in order to enable maintenance personnel to bring the aircraft and systems up to the highest level of capability and maintain them there in readiness for the quick-strike concept. It is realized that there was very little alternative in levying these various requirements but since the effects are more apparent from close observation will keep you advised of any significant problems if they become apparent.

**2. SPECIAL PROJECTS**

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A. [REDACTED]

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The support of this Project required a substantial amount of effort on the part of [REDACTED]. Fifteen sorties were expended on the training of the crews, three test flights and two ferry sorties were also flown in support of this Project. The Maintenance effort of all available LAC crews was expended almost entirely on preparation for the [REDACTED] exercise throughout the two week period while personnel were in place at [REDACTED]. The aircraft selected for the Project were at the factory until time of arrival of the Detachment and were in very poor shape when they were received. Since the aircraft were not available it was not possible to install configurations and necessary plumbing until after training had commenced. A good start had been made in checking out the sampling gear prior to arrival of the Detachment and also in assembly of equipment for the exercise. The two aircraft selected, 344 and 378, were prepared and ready for deployment on schedule. They were both flown on a shake-

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down flight by the pilots selected to ferry the aircraft and were reported to be in excellent condition. The necessity of providing aircraft 343 as a replacement due to the required engine change on one of the other aircraft was very unfortunate. This resulted in all of the remaining time prior to periodic inspection being flown off which reduced our initial capability for Project Green Eyes. Also, a considerable amount of man hours were consumed in configuring, reconfiguring, painting prior to deployment and repainting in preparation for Project Green Eyes.

B. [REDACTED]

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Information on this Project was very slow in coming through to [REDACTED]. This seriously handicapped our ability to plan intelligently and provide the required support that this Organization should provide. For example, it was very difficult to find out the proposed manning and personnel selected for the Project. It was not known that [REDACTED] had been selected as the temporary Operations Clerk until he was notified to report for pass-port processing even though he undoubtedly had been considered and possibly selected several days previous. The Fireweel technical representative arrived for briefing without our knowing that he was coming or that he had been selected or cleared for [REDACTED].

A departure schedule for both personnel and equipment was slow arriving which made it very difficult to brief personnel concerned. Undoubtedly there were many problems associated with this Project that precluded passing some of the information as expeditiously as desired but for future consideration it would be very helpful if all available information affecting [REDACTED] support be passed as promptly as possible. Some of these points have already been brought to your attention in phone conversations and in the later stages of preparation there was improvement in the receipt of information. The only point I wish to make is that I believe that we can do a better job in the future if we insure that closer coordination is effected.

It was impossible to provide a check-out in the aircraft for [REDACTED]

[REDACTED] due to the limited duration of his stay but was able to accomplish a three ride check-out for [REDACTED] now has a good basic understanding of the airplane and its performance which should be very helpful in his new assignment.

### C. GREEN EYES

Project Green Eyes at the time of this writing is not yet complete, therefore no attempt will be made to access the over-all results. The preparation for deployment and move to the Staging Base was very smooth and the host Base personnel are extremely cooperative in providing their support. After the Project has been completed, recommend that a letter of appreciation be prepared and forwarded through channels. At this time, foresee no problem in completing the requirements as soon as suitable weather permits. I am very pleased with the initiative and aggressiveness displayed by the Drivers in getting the sorties off under very adverse weather conditions locally even though they have had to [REDACTED] ILLEGIB

[REDACTED] we would have already completed except for factors beyond our control.

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### 3. PERSONNEL AND ADMINISTRATION

Since everyone concerned is aware of existing personnel vacancies this subject will not be covered in detail in this report. I am very sorry to lose [REDACTED] but our loss is a gain for Headquarters and feel sure that we will eventually profit from the additional assistance that he will provide within the Material Section. The work load of the [REDACTED] Material Section have been particularly heavy since reorganization and the outlook indicates that this will continue for some time in view of the imminent return of Detachment B.

The arrival of [REDACTED] and the additional capability which he has provided within the Administrative Section has resulted in further improvement in this area.

The Finance Section continues to operate smoothly and I am well pleased with the efforts of [REDACTED] in insuring that proper administration and required handling is provided in all financial matters.

### 4. MATERIAL

The Material Section experienced a heavy work load during this period which has required considerable overtime for all personnel. The various projects for this month have resulted in a very ambitious program. All of the requirements have been given close attention and in our estimation, appear to have been completed in a satisfactory manner.

The unavailability of Article 343 for the initial deployment of Project Green Eyes reduced the capability of providing [REDACTED] coverage. In order to insure maximum initial results, it is very desirable to have the aircraft and equipment available beforehand so that the status of the Article and the various systems can be carefully accessed from recent training sorties. Due to unavailability of Articles this was not possible on Green Eyes or [REDACTED]. From my experience to date I don't feel that we have attained the degree of reliability with the [REDACTED] that should be expected. A policy was initiated approximately five weeks ago to fly these systems more frequently and to carefully access the results of each sortie. Due to other commitments am still of the opinion that we have not flown these systems a sufficient amount during this period. Based on conversations with personnel associated with these systems over a long period of time, it appears that they may have not received the emphasis at some locations that they deserve. Certainly, the only way to improve reliability in complex electronic systems at this level is by frequent use with good follow up action in correcting malfunctions. I have had considerable experience with the [REDACTED] in another project and found it to be very reliable. Most of these problems are local and will be given continued emphasis. One problem that does seem to be beyond our realm is the lack of spares that were procured to back up the systems purchased. For my information in learning more about these systems, request any comments on background or future projections that you may have available.

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## 5. OPERATIONS

The Operations Section also experienced a very heavy work load during the period of this report. In support of [REDACTED], 15 training sorties were flown, 3 test hops and 4 ferry flights. Three training sorties were flown by [REDACTED] in support of Project [REDACTED] assigned Drivers accomplished only 3 training sorties, 3 test hops, 5 ferry flights and 1 sortie on Project Green Eyes. Two Drivers received no training sorties as such during the month but due to the steady recent training I don't believe that proficiency has suffered appreciably. As soon as possible, we will pick up our regular training schedule to insure that maximum proficiency is maintained.

Recent information obtained during the scheduled visit of Headquarters USAF Weather personnel indicates [REDACTED] may have a requirement to fly the weather package in high latitude zones within the next two months. It will be necessary prior to this time to accomplish as much celestial grid training as possible and to date we have not commenced this training. If you have any additional planning information relative to this project or if it is expected that we will not be required to participate request we be advised.

## 6. INSTALLATIONS

A number of projects which have been in progress or pending for sometime were completed during November.

- A. Runway painting was completed.
- B. The large barrier adjacent to the hangar was removed.
- C. The top portion of Ground Hog control tower was removed.
- D. The Admin. Building lean-to for Operations radio equipment was completed.
- E. The hangar lean-to interior painting and tile floor installation was completed.
- F. The wind direction and velocity indicator was installed.

## 7. SUMMARY

A considerable portion of this report has been devoted to comments on the various projects which were in progress during the month of November. It is my observation that special projects, in addition to the obvious requirement, serve a useful purpose in providing diversified training for all personnel of the Organization and also are a means of keeping the unit gainfully employed in matters, other than routine training. During this month the amount of total time devoted to special projects is considered more than desired for a well rounded program. But, since much of the effort was devoted to projects now complete or near complete the projected future work load is expected to taper off. The return of equipment from Area B will generate a substantial work load for the Material Section and it will take time to get this equipment properly located.

Valuable experience has been gained during this period and all personnel are becoming more proficient in their respective jobs. The Organization is completely capable of accomplishing its primary or secondary mission.

You may share my opinion after reading this that Commanders don't necessarily make the best typist.

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